

Page 105

1 Q. Now, do you know how close those skid marks
2 are to the point of impact?
3 A. When you say how close, if you're referring
4 to side to side --
5 Q. No.
6 A. Or longitudinally?
7 Q. Longitudinally north, south if this is a
8 northbound lane.
9 A. I can't see the beginning of them. But
10 longitudinally, they start before -- they
11 start at approximately the point of impact,
12 where the tires would have been at
13 approximate impact.
14 Q. So the skid marks are right at the point of
15 impact?
16 A. I can't see the beginning of them in this
17 photograph, and I don't remember how far
18 back they start.
19 Q. Do you have any photograph that you could
20 look at to tell you whether or not those
21 skid marks started --
22 A. I do not.
23 Q. -- any time -- at what point in time?

Page 106

1 A. I do not. I know they started before the
2 point of impact. How far back before the
3 point of impact, I don't know.
4 Q. Do you know what the braking distance of a
5 truck this size, commercial vehicle that
6 has 72,000 pounds -- Do you know what the
7 braking distance is that for that vehicle?
8 A. It's depending on the condition of his
9 braking system. Assuming no defects, in
10 the point that the brakes lock up at 70
11 miles per hour to the point where the
12 vehicle comes to rest, approximately 275
13 feet assuming that the braking system is in
14 good condition. That's from the point that
15 the wheels lock up.
16 Q. Okay.
17 A. There's also approximately a four-tenths of
18 a second brake lag in an air-brake system.
19 So during that time -- during the brake
20 lag, the time from when the driver
21 activates the pedal till the brakes
22 actually engage, the vehicle would have
23 traveled an additional 41 feet. So from

Page 107

1 the point where the driver touched the
2 brake pedal to where the vehicle would come
3 to a stop, approximately 305, 310 feet
4 assuming a properly functioning braking
5 system on that type of roadway.
6 Q. Okay.
7 A. That does not take into account any
8 distance covered during the time that it
9 takes the driver to perceive or react to
10 the event. That's just merely from the
11 point where he initiated a physical
12 reaction, got his foot on the brake pedal.
13 Q. Let's just deal with -- from the point that
14 the brakes lock. When the brakes lock at
15 70 miles per hour, would that leave skid
16 marks?
17 A. Sometimes.
18 Q. Was there anything about this situation
19 that would cause it not to leave skid
20 marks?
21 A. It -- It could happen. I don't know what
22 the braking configuration of this truck
23 was. I assume it was not an antilocking

Page 108

1 braking truck, but it could have been.
2 It's possible that if it was an antilocking
3 braking truck that there would be no marks
4 until impact. And at that point, an air
5 line might fail at impact which would cause
6 the brakes to lock on the truck. And then
7 even if it were an antilocking brake truck,
8 it would begin leaving skid marks at that
9 point. Without further information about
10 the truck, I can't answer that question.
11 Q. You have no information that it was an
12 antilock brake truck, right?
13 A. Nor any other information that it was not.
14 Q. Do have you have anything that would show
15 you that those skid marks started 275 feet
16 prior to this point of impact?
17 A. I don't know whether they did or did not.
18 Q. You don't have anything that would show you
19 that, do you?
20 A. I don't have anything in these photographs,
21 and I don't have any independent
22 recollection. However, I find it very
23 unlikely that they did, because at the

Page 109

1 point that the driver would have had to
2 perceive some reason to lock up 275 feet
3 back, he wouldn't have known there was a
4 hazard.

5 Q. Do you know whether or not his lights would
6 show 275 feet into the distance?

7 A. You know lights -- what lights would show
8 is a very difficult question to answer. If
9 I'm looking at a dirty, dark underside of a
10 truck, that might -- it might blend into
11 the background. However, if I'm looking at
12 a highly reflectorized surface, I might see
13 it half a mile away. It all depends on
14 what you're looking at, what the lights
15 will reflect.

16 Q. So you don't know enough about the lights
17 of this particular Peterbilt to say how far
18 that Thompson could see ahead of him, do
19 you?

20 A. Again, that's a poorly phrased question. I
21 can't answer that. It depends on what he's
22 trying to see.

23 Q. Okay. Well, I mean, but you don't know

Page 110

1 anything about the lights, whether they
2 were on low beam, high beam, how far he
3 could see with those kind of lights? You
4 don't know anything about that, do you?

5 A. That question cannot be answered. When you
6 say how far can you see, well, I can -- The
7 old joke is I can see the moon, how far is
8 that. It depends on what he's looking at.

9 Q. Okay. But for sure Mr. Thompson couldn't
10 see the moon this night, could he?

11 A. No, not this night.

12 Q. Okay. But you don't -- you didn't study
13 the headlights or how far headlights --
14 these headlights would beam out into the
15 distance on a Peterbilt -- 1995 Peterbilt?
16 You don't know anything --

17 A. Mr. Penick, you've asked this question four
18 times now. It depends on what he's looking
19 at. The light -- Light goes on forever.
20 It's a wave form energy. It goes on
21 forever until it's reflected, reflected or
22 observed.

23 Q. I hear what you're saying.

Page 111

1 A. So they go forever until something stops
2 them. But what I see is what bounces
3 back. And it depends on what it's bouncing
4 off. Four times you've asked the
5 question. I can't answer it.

6 Q. I hear what you're saying, but the only
7 thing I asked you is did you have any
8 knowledge about Peterbilt headlights.
9 That's what I'm asking.

10 A. My knowledge --

11 Q. I think that's a yes or a no.

12 A. My knowledge is that they are just like
13 every other headlight. They beam light
14 energy ahead and it goes on forever unless
15 reflected back to the human eye, which is
16 its purpose. The distance that it will
17 shine and reflect something back is totally
18 dependent on the reflectivity of the object
19 that it is bouncing off. That's as clear
20 as I can be.

21 Q. Now, I think that you said -- in your early
22 testimony it was very dark, right?

23 A. Very dark.

Page 112

1 Q. Okay. You said there was no moon, right?

2 A. The moon was not visible.

3 Q. Okay.

4 MR. BROUGHTON: There's also a
5 moon, Henry.

6 Q. It was not -- It was not raining or
7 anything, right?

8 A. No.

9 Q. The road was not wet?

10 A. No.

11 Q. The road was dry?

12 A. Hence not wet.

13 Q. Yes or no?

14 A. Yes.

15 Q. The road was ...

16 A. I'm sorry. I thought I had answered it.

17 Q. Okay. When you're talking about perceiving
18 something, wouldn't that also be related to
19 how much light is being thrown out ahead of
20 you to see the object? You said something
21 about it had something to do with how it's
22 being reflected back.

23 A. Yes.

Page 113

- 1 Q. But wouldn't it also depend upon how much
2 light you're throwing out there on the
3 object?
4 A. Absolutely. It would depend on the candle
5 power of the light source.
6 Q. On a --
7 A. Headlights are all much the same.
8 Q. On a very dark night like this, do you
9 think that they should -- a person should
10 have had on his high beams or low beams?
11 A. Depending on whether he's meeting any
12 traffic or not or following any traffic.
13 He would need to be in compliance with
14 Alabama law regarding headlight use. And
15 it's an interstate highway.
16 Q. Also on the police report down near the
17 Peterbilt -- this is your Exhibit 1 --
18 where it says other contributing
19 circumstances it says 97. What is that?
20 A. 97 means none, that there was no
21 contributing circumstance on the part of
22 the Peterbilt.
23 Q. Okay.

Page 114

- 1 A. In other words, he did nothing wrong.
2 Q. In your opinion?
3 A. That would be in the opinion of Trooper
4 Huntley who made that report. However, I
5 concur.
6 Q. When you gave your opinion about how this
7 accident occurred, in addition to the
8 lighting you said the alignment of the
9 vehicles prior to impact.
10 A. Yes.
11 Q. Do you have any knowledge about the
12 alignment of the vehicles prior to impact?
13 A. I have -- Their final rest positions and
14 the marks on the roadway indicate to me
15 that the Morris vehicle was lying on its
16 left side with the rear of the trailer
17 toward the median, the tractor out in both
18 lanes.
19 Q. But I believe you said that the -- in your
20 earlier testimony that the tractor was
21 partially blocking the right lane. Is that
22 what you said?
23 A. Mostly blocking the right lane.

Page 115

- 1 Q. All right. Now, on this particular
2 straightaway, did this road have an
3 emergency lane off to the right?
4 A. Yes, sir it did.
5 Q. And I think you used the term fog line. Is
6 that that solid white line that's on the
7 far right of the roadway?
8 A. Yes, sir.
9 Q. And then beyond that white line is the
10 emergency lane; right?
11 A. Yes, sir.
12 Q. Do you know how wide that emergency lane
13 is?
14 A. I didn't measure this one. Typically ten
15 feet.
16 Q. Do you know how wide a tractor-trailer is?
17 A. Typically eight to eight and a half feet.
18 Q. So a tractor-trailer could really go down
19 that emergency lane; right?
20 A. It's physically -- Its dimensions allow it
21 to do so. Whether it could swerve into it
22 and maintain alignment in a 10-foot lane
23 without a trailer swing or going off the

Page 116

- 1 roadway to the right depends on how much
2 time there is to react. But it's
3 physically -- Its physical dimensions would
4 allow it to drive down an emergency lane.
5 Q. And I think you mentioned the side of the
6 roadway. Do you know whether or not the
7 side of the roadway was essentially level
8 at this location?
9 A. My best recollection of this is that it's
10 not. It slopes off to the right toward a
11 wooded area, a wet wooded area.
12 Q. Well, it always slopes off to the right on
13 the right-hand side. But does it slope
14 greatly or slightly?
15 A. Enough to -- A significant grade.
16 Q. Do you think there's a significant grade
17 there?
18 A. Yes, sir. My best recollection. You
19 know --
20 Q. But you don't have any pictures of that
21 right now to refresh your recollection, do
22 you?
23 A. No.

Page 117

1 Q. So your knowledge about the alignment of
2 the vehicles prior to the impact, is your
3 formulation of that based on where the
4 vehicles stopped?

5 A. Combined with the marks on the roadway. I
6 know that in this crash in the alignment of
7 these vehicles at impact there's no force
8 to the right to push the Peterbilt tractor
9 over to the right. It's following Newton's
10 laws of motion. The object in motion goes
11 straight ahead unless acting on outside
12 force. So that trailer is trying to go
13 straight ahead. The truck tractor of the
14 Peterbilt was engaged with the truck
15 tractor of the Kenworth and that's what
16 caused it to get into that jackknife
17 position pulling the nose of the Peterbilt
18 to the left and pushing the tractor of the
19 Kenworth out of the way and to the left
20 back toward the median.

21 Q. Okay. My only question, though, is that
22 you really didn't see the alignment of the
23 vehicles prior to the impact, did you?

Page 118

1 A. No, sir. I didn't see the alignment of the
2 vehicles prior to the impact.

3 Q. And so you are conjecturing the alignment
4 of the vehicles based on the position of
5 the vehicles after the impact and the marks
6 you saw on the --

7 MR. BROUGHTON: My objection to
8 the form of that, Henry, is
9 that this is not conjecture.

10 This is a trained, skilled
11 accident reconstructionist and
12 he's giving you his opinion
13 based on his investigation.

14 MR. PENICK: That's a big help.

15 Q. Is that your answer?

16 A. There are marks on the roadway that lead to
17 the final rest positions of the vehicles.
18 Those marks had to come from these
19 vehicles. Therefore, their positions at
20 impact are not -- they're relatively
21 certain. The marks begin in the right-hand
22 lane. That had to be where they were at
23 impact.

Page 119

1 Q. And you do that based upon looking at where
2 they were when you got there after the
3 accident?

4 A. I do that based on the marks on the roadway
5 principally, also the final rest positions
6 of the vehicles, the alignment of the
7 vehicles in their -- Since these are
8 articulated vehicles, their alignment gives
9 me evidence to help me determine their path
10 of travel. All those things work together
11 to prove the impact positions of the
12 vehicles.

13 Q. All right. Now, I don't think we need to
14 beat this horse, but you take issue with
15 Huntley's opinion that the point of impact
16 occurred in the left lane; is that correct?

17 A. Absolutely. Mr. -- Trooper Huntley made a
18 mistake. He's not a crash
19 reconstructionist. He made --

20 Q. I mean, but -- Does it take a crash
21 reconstructionist to look on the ground
22 and --

23 A. Not in my opinion.

Page 120

1 Q. -- see where the main impact occurred?

2 A. I think the fireman could have walked up
3 here saw that point of impact was in the
4 right lane without any accident
5 investigation training. Trooper Huntley
6 made a serious mistake.

7 Q. And you think that he could have seen where
8 that -- Trooper Huntley could have seen
9 where the point of impact occurred too,
10 couldn't he?

11 A. Absolutely.

12 Q. Now, you notice that the -- after the point
13 of impact that it knocked the cab off of
14 the tractor of the Kenworth.

15 MR. BROUGHTON: Object to the
16 form. I think that assumes
17 facts not in evidence.

18 Q. Well, did you see that the cab was
19 separated from the tractor of the Kenworth?

20 A. I did.

21 Q. The cab that Morris was in was separated
22 from the cab of the Kenworth?

23 A. I did.

Page 121

1 Q. Have you ever seen a cab to be totally
2 separated from a tractor in any other
3 accident?
4 A. Quite a few times.
5 Q. Can you recall any one right here?
6 A. I recall one. I can't remember the -- I
7 know the decedent's name was Tindall. It
8 happened on U.S. 231 just south of
9 Montgomery. That's one that I can recall.
10 However, there have been many. These cabs
11 are typically air mounted. They're mounted
12 on airbags that allow a more comfortable
13 ride for these stiffly suspended trucks.
14 They're not substantially bolted down to
15 the cab. In a crash where forces are
16 exerted on them, they can -- They come off
17 quite often, that's what I'm trying to say.
18 Q. And when you mention Tindall, how long was
19 that that that accident occurred?
20 A. Maybe year and a half, two years. But
21 there have been many more than that.
22 Q. 2004?
23 A. Something like that.

Page 122

1 Q. All right. Now, you also said that your
2 opinion was based on your knowledge of
3 visibility?
4 A. Based on my training and experience in the
5 field of conspicuity.
6 Q. And how many courses have you had in that?
7 A. Almost every crash investigation course
8 that I have taken deals in some form with
9 driver perception and conspicuity factors.
10 Because our vision is the most important
11 sense that we have when it comes to
12 operating safely a motor vehicle.
13 Therefore, any crash investigation course
14 must deal with conspicuity issues.
15 However, the one that focused almost
16 exclusively on conspicuity issues was the
17 human factors course which was 40 hours of
18 training with in the field of nighttime
19 visibility and conspicuity testing of
20 various vehicles, pedestrians and types of
21 headlights. But every crash investigation
22 course deals with conspicuity.
23 Q. Let me give you a hypothetical about

Page 123

1 conspicuity. What if Thompson had seen
2 Morris' vehicle in time to apply his
3 brakes, slow the vehicle and take it off to
4 the right into the emergency lane, could
5 the accident have been avoided?
6 MR. BROUGHTON: Object to the
7 form. Assumes facts not in
8 evidence.
9 A. Had he -- Had it been possible for him to
10 see that vehicle in his path in time to do
11 so, then he could have either brought the
12 vehicle to a stop or did, as you said,
13 slowed it and driven around it in the
14 emergency lane. That would have required
15 him to be able to see the vehicle at some
16 500 feet away.
17 Q. To stop it?
18 A. No. He must first see it, identify it as a
19 hazard, formulate a plan as to what he
20 needs to do, and then initiate a physical
21 reaction and then carry out that physical
22 reaction. All that takes time. In other
23 words, reaction time.

Page 124

1 Q. Okay.
2 A. There's something -- You're driving down a
3 roadway at night. You see something in
4 your path. First, you have to say what is
5 that and then decide that it -- whether it
6 is or is not a hazard to you and then you
7 have to decide what to do about it. All
8 that takes time. If he's going 70 miles
9 per hour, then he's traveling at, what, 105
10 feet per second approximately and every
11 second that goes by he's covering up 105
12 feet of this space that he has available to
13 initiate his plan to get around this
14 hazard.
15 Q. I think you told us earlier that it takes
16 four-tenths of a second reaction time --
17 A. No, sir, that's not what I said. I said
18 there's a brake lag in a commercial vehicle
19 typically of four-tenths of a second.
20 Four-tenths of a second reaction time is
21 absolutely ridiculous. That's not what I
22 said.
23 Q. All right. But assuming he has perception

Page 125

1 and after getting that perception from the
2 time he acts, hit his brake to the time
3 that the vehicle stops I think you said
4 would have been 310 feet?

5 A. That's from the time his foot hits the
6 brake pedal until the vehicle comes to a
7 stop he's covering 310 feet. That does not
8 include any of the distance he covered from
9 perception until reaction. The
10 perception-reaction time is not included in
11 that. And I would expect that to be in the
12 area of an additional 150 to 200 feet. So
13 he's well more than 500 -- If he sees it at
14 500 feet away, he might be able to stop if
15 his braking system is in perfect
16 condition.

17 Q. But as for that second option of slowing
18 the vehicle enough to go around it --

19 A. He's got to be pretty slow to do that.
20 When you swerve and articulate a vehicle at
21 any significant speed, you engage in the
22 risk of overturning and you also engage in
23 the risk of a trailer swing which would

Page 126

1 cause your trailer to go out and collide
2 with the object that you intended to avoid
3 anyway.

4 Q. Well, you know, you hear about these
5 accident avoidance maneuvers that truckers
6 do. Wouldn't this be one that he could do,
7 just kind of slow it -- maintain control,
8 go around it to the emergency lane?

9 A. If this had happened in the daylight, I
10 feel certain that he would have been able to
11 do that. This -- He was way too close to
12 this hazard before he had time -- He didn't
13 have time left to do -- time or distance
14 left to do something like that by the time
15 he could see this hazard.

16 Q. Do you think it would have been -- his
17 stopping time would have been benefited if
18 he had been driving a little less than 70?

19 A. Yes, sir. It would have -- His stopping
20 distance would have been shorter the slower
21 he went. And I don't know that he was
22 going 70. He may have been going
23 considerably less.

Page 127

1 Q. On the skid marks that you saw in
2 Plaintiff's Exhibit 3 -- well, 2 and 3, do
3 you know what part of Morris' vehicle made
4 the set of scrapings that you identified as
5 the A portion in Plaintiff's 3?

6 A. It appears to have been made by the upper
7 leftmost portion of the trailer. However,
8 I don't know that for sure. Front left of
9 the side of the trailer. I don't know that
10 for sure. I can't really tell for sure.

11 Q. And then would you say the same for the B
12 skid marks in Plaintiff's Exhibit 3?

13 A. Some portion of the vehicle close to that.
14 Whether it's exact same metal on the
15 ground, I don't know.

16 Q. You mean the trailer?

17 A. I believe it is likely the trailer. I'd
18 really need to look at the truck after --
19 to be able to determine that. I didn't do
20 that.

21 Q. Could it have been tires?

22 A. No. I don't think so.

23 Q. You know, the rims of the tires?

Page 128

1 A. It's possible but not likely.

2 Q. And could it have been the rims of the
3 tires on the tractor portion?

4 A. Well, those would be the only tires up
5 toward that portion of the truck, so that's
6 what I thought you meant. There are no
7 trailer tires at the front.

8 Q. Do you know whether or not Morris' lights
9 were on before the collision?

10 A. After he had the first wreck where he
11 overturned and then while he was stationary
12 there post-crash on that one?

13 Q. Yeah.

14 A. No, I don't. However, I do not know that
15 in his position had they been, they weren't
16 directed toward the direction that
17 Mr. Thompson's vehicle was coming from.
18 It's unlikely, but it is possible that some
19 lights remained on. But even so, they
20 wouldn't have been facing in a direction
21 that was visible to Mr. Thompson.

22 Q. One of my last questions, I guess, is
23 this. Just so that your testimony is

Page 129

1 clear, you have nothing here today to tell
2 you how much skid marks Thompson's
3 tractor-trailer made until impact?

4 A. No. I did not measure those marks myself.
5 And if they were measured, I've not been
6 made aware of the measurements.

7 Q. All right.

8 MR. PENICK: That's all.

9 MR. BROUGHTON: Just one follow
10 up.

11 EXAMINATION

12 BY MR. BROUGHTON:

13 Q. Everything you saw, the tracks of the
14 Morris vehicle down in the median, all that
15 evidence is consistent with a driver simply
16 falling asleep?

17 MR. PENICK: Objection to --

18 Objection to the question.

19 Assumes facts in evidence and
20 is conjecture and
21 hypothetically, speculative
22 and everything else.

23 Q. You can answer.

Page 130

1 A. Yes.

2 MR. BROUGHTON: That's all I
3 have.

4 MR. PENICK: Let me follow up with
5 that question.

6 EXAMINATION

7 BY MR. PENICK:

8 Q. Do you have any evidence whatsoever to tell
9 you that Morris fell asleep when he went
10 into the median?

11 A. I don't have any evidence directly from
12 Mr. Morris who was deceased, therefore, I
13 could not ask him any questions. What I
14 can say based on my training and experience
15 in traffic crash investigation, the
16 movements of his vehicle are completely
17 consistent with many other crashes that
18 were the result of an asleep driver. That
19 combined with the time of the morning,
20 3:25 a.m. -- I did not inspect his
21 logbook. I don't know what his working
22 hours had been. But a 3:25 a.m. crash, a
23 driver going off into the median, that

Page 131

1 causes me to form an opinion that
2 drowsiness or being asleep is the most
3 likely cause of this.

4 Q. Okay.

5 A. However, I cannot substantiate that with
6 any physical or forensic evidence.

7 Q. And not to any degree of certainty?

8 A. No.

9 Q. For example, as you just said, you don't
10 know how long he had been driving before he
11 went off; right?

12 A. No, I don't.

13 Q. You don't know whether or not he had just
14 started driving, do you?

15 A. Don't know.

16 Q. And you don't know whether or not another
17 vehicle could have forced him off the road
18 either, do you?

19 A. I am more convinced that that did not occur
20 because of the angle that he went off the
21 roadway at was not abrupt.

22 Q. Typically if somebody merged over onto
23 him -- if somebody merged over into his

Page 132

1 lane, wouldn't he go off -- go off into the
2 median?

3 A. He might. I wouldn't.

4 Q. Okay.

5 A. If a car was coming over on me, I'd stay
6 there.

7 Q. You don't have any evidence that a car --
8 Well, let me rephrase that.

9 A. You're correct.

10 Q. Well, you don't have any evidence whether
11 or not someone had forced him off the road.

12 A. There's no evidence to indicate that
13 someone had forced him off the road.

14 Q. And you don't know whether or not that
15 occurred, do you?

16 A. Well, what we'd have to assume is that if
17 it's a car that it's in his blind spot. To
18 be in a position to force him off the road,
19 it has to be in his blind spot. How can
20 something you can't see force you off the
21 road?

22 Q. Somebody was driving along in the outside
23 lane and started moving over into the

LOCATION AND TIME		DATE		TIME		DAY OF WEEK		COUNTY		CITY		ROAD		LOCAL CASE NO.	
09 02 2004		3:25 PM		T W T F S S		46						I-85		MACON COUNTY ROAD 30	
On Street Road or Highway		At Intersection of or Between (Circle 1)		And (Circle 2)								MACON COUNTY ROAD 93			
I-85		7245		7205											
Intersection Related		Mile Post		Control		Main Rd		Interchange		Exit Ramp		Prime Contr		Prime Contr	
1. Make 1 2. Make 2		2.4 3.5 0		Main Rd		2. Winding Rd		3. Exit Ramp		4. Exit		27		I	
First Harmful Event		Event Location		Distance to Impact											
77		3		17 FT											
Driver Full Name		Street Address		City and State		Zip		Telephone No.							
VERNEL B MORRIS		16633 STEPHANIE STREET		BATON ROUGE LA		70819		225 275-1102							
Date of Birth		Sex		DL State		Driver License No.		DL Class		DL Status		List Endorsements		Residence Less Than 25 Miles	
12 03 1960		B M		LA		004380900		A C		C		C		Yes	
Place of Employment		Liability Insurance Co.		Social Security No.											
PANTHER II TRANSPORTATION INC. MEDINA OHIO		ZURICH AMERICAN INSURANCE		4 3 4 1 1 7 1 5 7 3 1											
Driver		Condition		Officer's Opinion		Officer's Signature		Officer's Title		Officer's Agency		Officer's Phone		Officer's Address	
01		I-85		I-85		I-85		I-85		I-85		I-85		I-85	
Year		Make		Model		VIN		License Tag Number		State		Year			
1998		KW		N/A		NA		IXKADU9X2WJ784009		PVA 9210		OH		2005	
Owner's Name		Street or P.O. Box		City		State		Zip							
LAFAYETTE INVESTMENTS INC		104 WEST 40 HIGHWAY		BATES CITY		MO		64011							
Type		Damage		Hazardous Cargo		Attachment		Contributing Defect		Circle areas Damaged On Diagram					
1 - Auto		1 - Personal		1 - None		1 - None		1 - None		1 - None					
2 - Sta. Wagon		2 - Driver Tmp.		2 - Explosive		2 - Mobile Home		2 - None		2 - None					
3 - Pick Up		3 - Corrosion		3 - Gas		3 - Semi Trailer		3 - Steering		3 - None					
4 - Van		4 - Ambulance/Paramedical		4 - Flammable Liquid		4 - Utility Trailer		4 - Power Plant		4 - None					
5 - Truck		5 - Military		5 - Flammable Solid		5 - Wheel Trailer		5 - Suspension		5 - None					
6 - Other Truck		6 - Taxi		6 - Corrosive Material		6 - Boat Trailer		6 - Exhaust		6 - None					
7 - Comm Bus		7 - Transport Prop		7 - Poison		7 - Double Trailer		7 - Lights		7 - None					
8 - School Bus		8 - Agriculture		8 - Radioactive Material		8 - Other		8 - Tires		8 - None					
9 - Other Bus		9 - Winch/Tow		9 - Corrosive Material				9 - Turn Signal		9 - None					
10 - Motorcycle															
Speed Limit		Est. Speed		Officer's Opinion		Damage Severity		Vehicle Towed Away?		Company in Unit		Attachment			
70 MPH		70 MPH		NONE		1 - Not Visible		Yes		Yes		10			
Vehicle Towed By Whom		THROWER'S WRECKER LOT		To Where		THROWER'S WRECKER LOT TUSKEGEE AL									
Driver Full Name		Street Address		City and State		Zip		Telephone No.							
EDWARD NEAL THOMPSON		801 5TH AVENUE		GENEVA AL		36340		334 684-3945							
Date of Birth		Sex		DL State		Driver License No.		DL Class		DL Status		List Endorsements		Residence Less Than 25 Miles	
10 30 1962		W M		AL		4657210		AMV C		C		C		Yes	
Place of Employment		Liability Insurance Co.		Social Security No.											
FLORIDA TRANSFORMER		DEFUNIAK SPRINGS FL		AIG		4 1 1 7 1 1 8 1 9 3 1 9									
Driver		Condition		Officer's Opinion		Officer's Signature		Officer's Title		Officer's Agency		Officer's Phone		Officer's Address	
01		I-85		I-85		I-85		I-85		I-85		I-85		I-85	
Year		Make		Model		VIN		License Tag Number		State		Year			
1995		PTRB		N/A		NA		IXP5DB9X0SN376286		A50 67P		FL		2005	
Owner's Name		Street or P.O. Box		City		State		Zip							
FLORIDA TRANSFORMER		PO BOX 507		DEFUNIAK SPRINGS		FL		32435							
Type		Damage		Hazardous Cargo		Attachment		Contributing Defect		Circle areas Damaged On Diagram					
1 - Auto		1 - Personal		1 - None		1 - None		1 - None		1 - None					
2 - Sta. Wagon		2 - Driver Tmp.		2 - Explosive		2 - Mobile Home		2 - None		2 - None					
3 - Pick Up		3 - Corrosion		3 - Gas		3 - Semi Trailer		3 - Steering		3 - None					
4 - Van		4 - Ambulance/Paramedical		4 - Flammable Liquid		4 - Utility Trailer		4 - Power Plant		4 - None					
5 - Truck		5 - Military		5 - Flammable Solid		5 - Wheel Trailer		5 - Suspension		5 - None					
6 - Other Truck		6 - Taxi		6 - Corrosive Material		6 - Boat Trailer		6 - Exhaust		6 - None					
7 - Comm Bus		7 - Transport Prop		7 - Poison		7 - Double Trailer		7 - Lights		7 - None					
8 - School Bus		8 - Agriculture		8 - Radioactive Material		8 - Other		8 - Tires		8 - None					
9 - Other Bus		9 - Winch/Tow		9 - Corrosive Material				9 - Turn Signal		9 - None					
10 - Motorcycle															
Speed Limit		Est. Speed		Officer's Opinion		Damage Severity		Vehicle Towed Away?		Company in Unit		Attachment			
70 MPH		70 MPH		NONE		1 - Not Visible		Yes		Yes		1			
Vehicle Towed By Whom		THROWER'S WRECKER SERVICE		To Where		THROWER'S WRECKER LOT TUSKEGEE AL									
Driver Full Name		Street Address		City and State		Zip		Telephone No.							
EDWARD NEAL THOMPSON		801 5TH AVENUE		GENEVA AL		36340		334 684-3945							
Date of Birth		Sex		DL State		Driver License No.		DL Class		DL Status		List Endorsements		Residence Less Than 25 Miles	
10 30 1962		W M		AL		4657210		AMV C		C		C		Yes	
Place of Employment		Liability Insurance Co.		Social Security No.											
FLORIDA TRANSFORMER		DEFUNIAK SPRINGS FL		AIG		4 1 1 7 1 1 8 1 9 3 1 9									
Driver		Condition		Officer's Opinion		Officer's Signature		Officer's Title		Officer's Agency		Officer's Phone		Officer's Address	
01		I-85		I-85		I-85		I-85		I-85		I-85		I-85	
Year		Make		Model		VIN		License Tag Number		State		Year			
1995		PTRB		N/A		NA		IXP5DB9X0SN376286		A50 67P		FL		2005	
Owner's Name		Street or P.O. Box		City		State		Zip							
FLORIDA TRANSFORMER		PO BOX 507		DEFUNIAK SPRINGS		FL		32435							
Type		Damage		Hazardous Cargo		Attachment		Contributing Defect		Circle areas Damaged On Diagram					
1 - Auto		1 - Personal		1 - None		1 - None		1 - None		1 - None					
2 - Sta. Wagon		2 - Driver Tmp.		2 - Explosive		2 - Mobile Home		2 - None		2 - None					
3 - Pick Up		3 - Corrosion		3 - Gas		3 - Semi Trailer		3 - Steering		3 - None					
4 - Van		4 - Ambulance/Paramedical		4 - Flammable Liquid		4 - Utility Trailer		4 - Power Plant		4 - None					
5 - Truck		5 - Military		5 - Flammable Solid		5 - Wheel Trailer		5 - Suspension		5 - None					
6 - Other Truck		6 - Taxi		6 - Corrosive Material		6 - Boat Trailer		6 - Exhaust		6 - None					
7 - Comm Bus		7 - Transport Prop		7 - Poison		7 - Double Trailer		7 - Lights		7 - None					
8 - School Bus		8 - Agriculture		8 - Radioactive Material		8 - Other		8 - Tires		8 - None					
9 - Other Bus		9 - Winch/Tow		9 - Corrosive Material				9 - Turn Signal		9 - None					
10 - Motorcycle															
Speed Limit		Est. Speed		Officer's Opinion		Damage Severity		Vehicle Towed Away?		Company in Unit		Attachment			
70 MPH		70 MPH		NONE		1 - Not Visible		Yes		Yes		1			
Vehicle Towed By Whom		THROWER'S WRECKER SERVICE		To Where		THROWER'S WRECKER LOT TUSKEGEE AL									
Driver Full Name		Street Address		City and State		Zip		Telephone No.							
EDWARD NEAL THOMPSON		801 5TH AVENUE		GENEVA AL		36340		334 684-3945							
Date of Birth		Sex		DL State		Driver License No.		DL Class		DL Status		List Endorsements		Residence Less Than 25 Miles	
10 30 1962		W M		AL		4657210		AMV C		C		C		Yes	
Place of Employment		Liability Insurance Co.		Social Security No.											
FLORIDA TRANSFORMER		DEFUNIAK SPRINGS FL		AIG		4 1 1 7 1 1 8 1 9 3 1 9									
Driver		Condition		Officer's Opinion		Officer's Signature		Officer's Title		Officer's Agency		Officer's Phone		Officer's Address	
01		I-85		I-85		I-85		I-85		I-85		I-85		I-85	
Year		Make		Model		VIN		License Tag Number		State		Year			
1995		PTRB		N/A		NA		IXP5DB9X0SN376286		A50 67P		FL		2005	
Owner's Name		Street or P.O. Box		City		State		Zip							
FLORIDA TRANSFORMER		PO BOX 507		DEFUNIAK SPRINGS		FL		32435							
Type		Damage		Hazardous Cargo		Attachment		Contributing Defect		Circle areas Damaged On Diagram					
1 - Auto		1 - Personal		1 - None		1 - None		1 - None		1 - None					
2 - Sta. Wagon		2 - Driver Tmp.		2 - Explosive		2 - Mobile Home		2 - None		2 - None					
3 - Pick Up		3 - Corrosion		3 - Gas		3 - Semi Trailer		3 - Steering		3 - None					
4 - Van		4 - Ambulance/Paramedical		4 - Flammable Liquid		4 - Utility Trailer		4 - Power Plant		4 - None					
5 - Truck		5 - Military		5 - Flammable Solid		5 - Wheel Trailer		5 - Suspension		5 - None					
6 - Other Truck		6 - Taxi		6 - Corrosive Material		6 - Boat Trailer		6 - Exhaust		6 - None					
7 - Comm Bus		7 - Transport Prop		7 - Poison		7 - Double Trailer		7 - Lights		7 - None					
8 - School Bus		8 - Agriculture		8 - Radioactive Material		8 - Other		8 - Tires		8 - None					
9 - Other Bus		9 - Winch/Tow		9 - Corrosive Material				9 - Turn Signal		9 - None					
10 - Motorcycle															
Speed Limit		Est. Speed		Officer's Opinion		Damage Severity		Vehicle Towed Away?		Company in Unit		Attachment			
70 MPH		70 MPH		NONE		1 - Not Visible		Yes		Yes		1			
Vehicle Towed By Whom		THROWER'S WRECKER SERVICE		To Where		THROWER'S WRECKER LOT TUSKEGEE AL									
Driver Full Name		Street Address		City and State		Zip		Telephone No.							
EDWARD NEAL THOMPSON		801 5TH AVENUE		GENEVA AL		36340		334 684-3945							
Date of Birth		Sex		DL State		Driver License No.		DL Class		DL Status		List Endorsements		Residence Less Than 25 Miles	
10 30 1962		W M		AL		4657210		AMV C		C		C		Yes	
Place of Employment		Liability Insurance Co.		Social Security No.											
FLORIDA TRANSFORMER		DEFUNIAK SPRINGS FL		AIG		4 1 1 7 1 1 8 1 9 3 1 9									
Driver		Condition		Officer's Opinion		Officer's Signature		Officer's Title		Officer's Agency		Officer's Phone		Officer's Address	
01		I-85		I-85		I-85		I-85		I-85		I-85		I-85	
Year		Make		Model		VIN		License Tag Number		State		Year			
1995		PTRB		N/A		NA		IXP5DB9X0SN376286		A50 67P		FL		2005	
Owner's Name		Street or P.O. Box		City		State		Zip							
FLORIDA TRANSFORMER		PO BOX 507		DEFUNIAK SPRINGS		FL		32435							
Type		Damage		Hazardous Cargo		Attachment		Contributing Defect		Circle areas Damaged On Diagram					
1 - Auto		1 - Personal		1 - None		1 - None		1 - None		1 - None					
2 - Sta. Wagon		2 - Driver Tmp.		2 - Explosive		2 - Mobile Home		2 - None		2 - None					
3 - Pick Up		3 - Corrosion		3 - Gas		3 - Semi Trailer		3 - Steering		3 - None					
4 - Van		4 - Ambulance/Paramedical		4 - Flammable Liquid		4 - Utility Trailer		4 - Power Plant		4 - None					
5 - Truck		5 - Military		5 - Flammable Solid		5 - Wheel Trailer		5 - Suspension		5 - None					
6 - Other Truck		6 - Taxi		6 - Corrosive Material		6 - Boat Trailer		6 - Exhaust		6 - None					
7 - Comm Bus		7 - Transport Prop		7 - Poison		7 - Double Trailer		7 - Lights		7 - None					
8 - School Bus		8 - Agriculture		8 - Radioactive Material		8 - Other		8 - Tires		8 - None					
9 - Other Bus		9 - Winch/Tow		9 - Corrosive Material				9 - Turn Signal		9 - None					
10 - Motorcycle															
Speed Limit		Est. Speed		Officer's Opinion		Damage Severity		Vehicle Towed Away?		Company in Unit		Attachment			
70 MPH		70 MPH		NONE		1 - Not Visible		Yes		Yes		1			
Vehicle Towed By Whom		THROWER'S WRECKER SERVICE		To Where		THROWER'S WRECKER LOT TUSKEGEE AL									
Driver Full Name		Street Address		City and State		Zip		Telephone No.							
EDWARD NEAL THOMPSON		801 5TH AVENUE		GENEVA AL											

Case 3:05-cv-00962-MHT Document 50-6 Filed 08/15/2006 Page 9 of 13

UNIFORM TRAFFIC ACCIDENT REPORT

SHEET 2 OF 4 SHEET(S)

AST No. 54 Rev. 4/85

SUPPLEMENTAL SHEET

Unit No.	Seat Pos.	Injury Type	Age	Sex	Eg- tion	First Aid By
2	3	C	35	M	N	A

3 **WILLIAM TIDWELL** Address **1204 PETTY ROAD WESTVILLE FL**

Taken to **TALLASSEE COMMUNITY HOSPITAL TALLASSEE AL** Taken by **CARE AMBULANCE**

4 Name **N/A**

Address

Taken to

Taken by

5 Name

Address

Taken to

Taken by

6 Name

Address

Taken to

Taken by

7 Name

Address

Taken to

Taken by

8 Name

Address

Taken to

Taken by

9 Name

Address

Taken to

Taken by

10 Name

Address

Taken to

Taken by

11 Name

Address

Taken to

Taken by

12 Name

Address

Taken to

Taken by

DESCRIBE WHAT HAPPENED (Refer to vehicles by number) UNIT 1 WAS TRAVELING NORTHBOUND ON I-85.

UNIT 1 LEFT THE LEFT SIDE OF THE ROADWAY, WENT DOWN AN EMBANKMENT, STRUCK A ROAD SIGN, STRUCK A DRAINAGE DITCH, WENT UP AN EMBANKMENT, CAME DOWN AN EMBANKMENT, STRUCK A DRAINAGE DITCH, WENT UP AN EMBANKMENT, OVERTURNED ON THE DRIVER'S SIDE, CAME BACK ONTO THE ROADWAY BLOCKING BOTH LANES OF NORTHBOUND I-85, AND IS STRUCK BY UNIT 2 TRAVELING NORTHBOUND ON I-85. AT THE TIME OF THE COLLISION DRIVER OF UNIT 2 ADVISED HE WAS UNABLE TO SEE UNIT 1 IN THE ROADWAY. INVESTIGATION REVEALED THAT AT THE TIME OF THE COLLISION DUE TO THE POSITIONING OF UNIT 1 UPON COMING BACK ONTO THE ROADWAY THE BOTTOM OF THE UNDERCARRIAGE WAS THE ONLY PART OF THE VEHICLE THAT COULD HAVE BEEN SEEN BY THE DRIVER OF UNIT 2. UNIT 1 WAS FURTHER TRANSPORTING TITANIUM DIOXIDE IN DRY BULK FORM. THERE WERE 22 PALLETS OF TITANIUM DIOXIDE R101-04 WITH A WEIGHT OF 2000 POUNDS EACH. THE FREIGHT WAS BEING DELIVERED TO THE STANDRIDGE COLOR CORPORATION IN SOCIAL CIRCLE GEORGIA. NONE OF THE MATERIAL WAS SPILLED NOR WERE ANY OF THE PACKAGES RUPTURED OR DAMAGED. THE MATERIAL REQUIRED PROPER HANDLING AND STORAGE DUE TO ITS POTENTIAL TO BECOME HAZARDOUS. ALL HANDLING AND STORAGE WAS DONE BY THROWER'S WRECKER SERVICE.

ADDITIONAL ACCIDENT VICTIMS

ADDITIONAL NARRATIVE SPACE

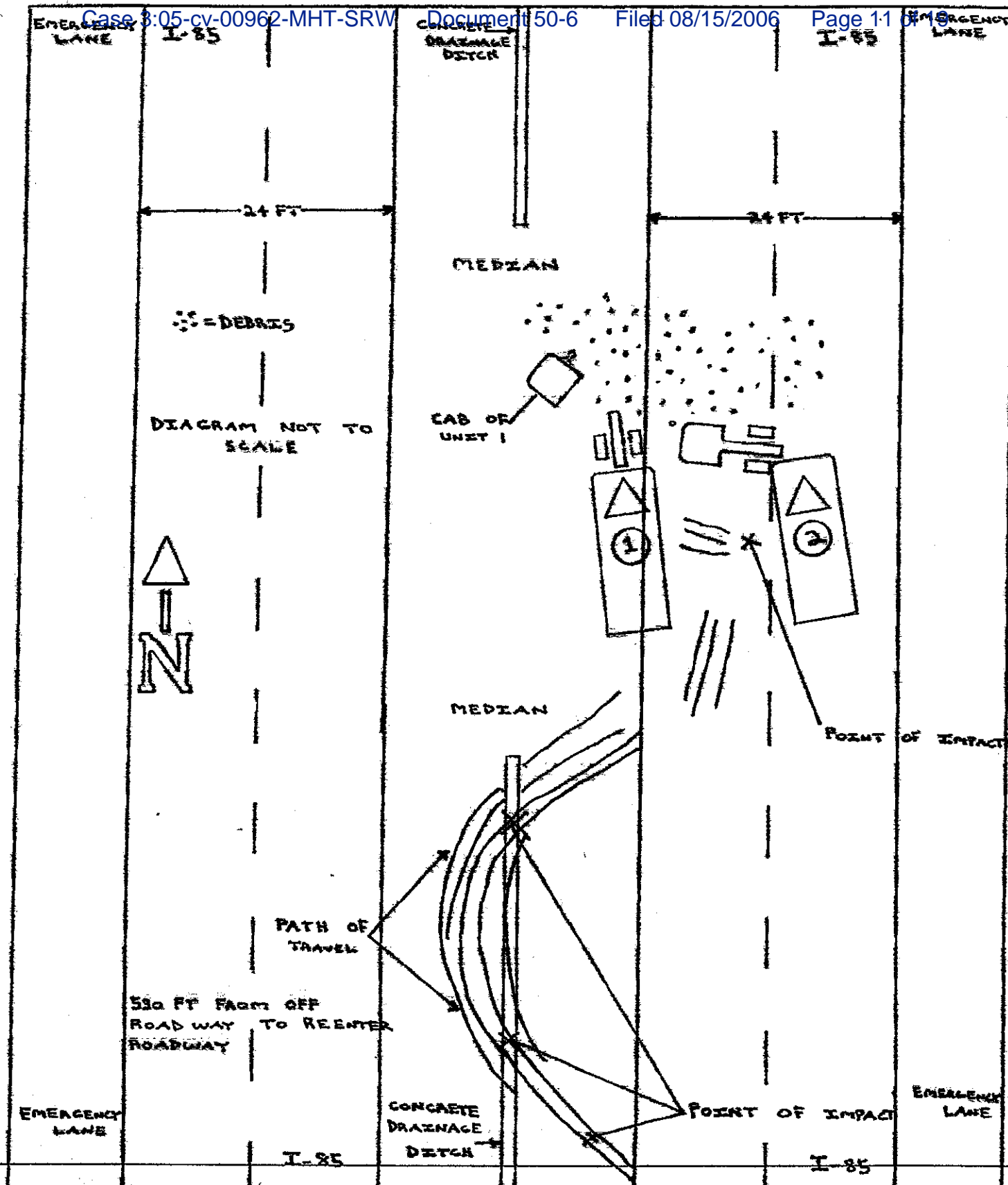


Diagram Not to Scale Diagram Scale 1 inch = 20 feet	(10 feet) (20 feet)	Location MACON COUNTY		Time 3:25 P.M.	
Officer ID 1109		Reporting Police Agency Off ALAST4300		Month 09	Day 02
Year 2004					

Alex E. Huntley

Unit No. 2

Alabama Uniform Traffic Accident Report

1027132 1/94

(same as on main report)

Truck/Bus Supplemental Sheet

Sheet 3 of 4 Sheets

General Instructions

Complete this form for each qualifying vehicle ONLY if the accident meets BOTH of the following criteria:

1. The accident involved a qualifying vehicle (truck with 6 or more tires or Haz/Mat placard, or a bus designed to carry 16 or more, including driver) and;
2. The accident resulted in at least one of the following: A. one or more fatalities B. one or more persons injured and taken from the scene for immediate medical attention, or C. one or more involved vehicles had to be towed from the scene as a result of disabling damage or had to receive assistance to leave.

Screening Information

Number of Qualifying Vehicles:

Trucks with 6 or more tires or Haz/Mat placard 2

Buses designed to carry 16 or more (including driver) _____

Number of Persons:

Sustaining fatal injuries 1Transported for immediate medical treatment 2Number of vehicles towed from scene due to damage or provided assistance 2

Vehicle Information

Gross Vehicle Weight Rating (GVWR)

A. Truck, tractor or bus 17000B. Trailer or trailers (total) 55000Total GVWR for unit (A+B) 72000

Hazardous Material Involvement

Did vehicle have a Haz/Mat placard Yes X No

If Yes, include following information from placard

A. Name or 4-digit number from diamond or box NAB. The 1-digit number from bottom of diamond NAWas hazardous material released from THIS vehicle's cargo? Yes X NoTotal number of axles 5

Vehicle Configuration (circle one number)

1. Bus
2. Single unit truck (2 axles/ 6 or more tires)
3. Single unit truck (3 or more axles)
4. Truck with trailer
5. Truck tractor only (bobtail)
6. Tractor with semi-trailer
7. Tractor with double trailers
8. Tractor with triple trailers
9. Unknown class heavy truck
0. Any other 4-tired vehicle

Cargo Body Type (circle one number)

1. Bus
2. Van/enclosed box
3. Cargo tank
4. Flatbed
5. Dump
6. Concrete mixer
7. Auto transporter
8. Garbage/refuse
9. Other _____

Motor Carrier Information

NOTE: If NOT a motor carrier, enter NONE under Carrier Name, 0 for None under Carrier Identification Numbers, and go to Sequence Of Events Section

Carrier Name FLORIDA TRANSFORMER

Source (circle one number) 1. Vehicle side 2. Shipping papers 3. Driver 4. Other

Carrier mailing address (Street or P.O. Box) PO BOX 507City, State, Zip DEFUNIAK SPRINGS FLORIDA 32435

Carrier Identification Numbers (____ None = 0)

US DOT 160401 ICC MC _____ STATE NO. _____ STATE _____

/ Sequence of Events

Note: for this vehicle - list up to four Event #1 10 Event #2 _____ Event #3 _____ Event #4 _____

EVENT CODES

- | | | | | |
|----------------|------------------------|------------------------|--------------------------|------------------------|
| Non-Collision | 1. Ran off road | 2. Jackknife | 3. Overturned (rollover) | 4. Downhill runaway |
| | 5. Cargo loss or shift | 6. Explosion or fire | 7. Separation of units | 8. Other non-collision |
| Collision With | 9. Pedestrian | 10. Non-parked vehicle | 11. Parked vehicle | 12. Train |
| | 13. Pedalcycle | 14. Animal | 15. Fixed object | 16. Other object |

Signature of Reporting Officer

Oliver S. H. H. H.

Officer ID

1109

Reporting Police Agency ORG

ALAST4300

Date

09-02-2004

Time

3:25

PM

BT

Truck

A motor vehicle designed, used or maintained primarily for the transportation of property. For the purpose of this form the vehicle must also meet one of the following criteria:

- Have at least 6 tires on the ground, OR
- Carry a Hazardous Material Placard.

Bus

A motor vehicle providing seats for 16 or more persons including the driver and used primarily for the transportation of persons.

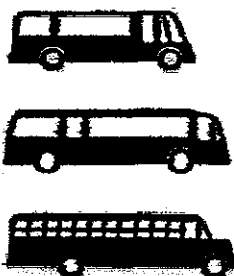
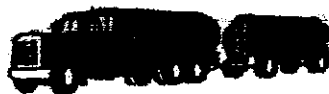
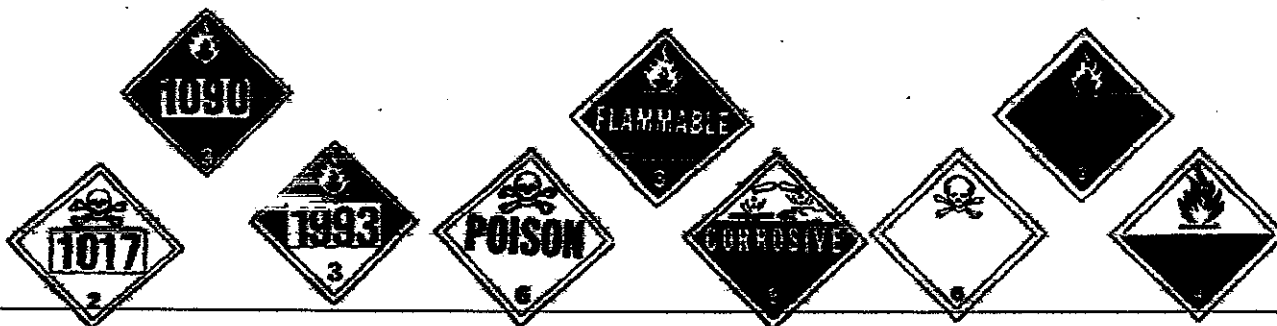
Trailer

A non-power vehicle towed by a motor vehicle.

Reportable Accident

A highway related incident normally investigated by a police officer and reported on a standard accident report form involving one or more trucks or buses (as defined here) which results in:

- One or more fatalities, OR
- One or more non-fatal injuries requiring transportation for the purpose of obtaining immediate medical treatment, OR
- One or more of the vehicles being removed from the scene as a result of disabling damage, OR
- One or more vehicles requiring intervening assistance before proceeding under its own power.

Typical Vehicle Silhouettes**1. Bus****2. Single unit truck - 2 axes / 5 tires****3. Single unit truck - 3 axes****4. Truck with trailer****5. Truck tractor (bobtail)****6. Tractor with semi-trailer****7. Tractor with double trailers****8. Tractor with triple trailers****Typical Hazardous Material Placards**

Unit No.
(Same as on main report)Alabama Uniform Traffic Accident Report
Truck/Bus Supplemental Sheet

Sheet 4 of 4 Sheets

General Instructions

Complete this form for each qualifying vehicle ONLY if the accident meets BOTH of the following criteria:

1. The accident involved a qualifying vehicle (truck with 6 or more tires or Haz/Mat placard, or a bus designed to carry 16 or more, including driver) and;
2. The accident resulted in at least one of the following: A. one or more fatalities B. one or more persons injured and taken from the scene for immediate medical attention, or C. one or more involved vehicles had to be towed from the scene as a result of disabling damage or had to receive assistance to leave.

Screening Information

Number of Qualifying Vehicles:

Trucks with 6 or more tires or Haz/Mat placard 2

Buses designed to carry 16 or more (including driver) _____

Number of vehicles towed from scene due to damage or provided assistance 2

Number of Persons:

Sustaining fatal injuries 1Transported for immediate medical treatment 2

Vehicle Information

Gross Vehicle Weight Rating (GVWR)

A. Truck, tractor or bus 20000
 B. Trailer or trailers (total) 60000
 Total GVWR for unit (A+B) 80000

Total number of axles 5

Hazardous Material Involvement

Did vehicle have a Haz/Mat placard Yes X No

If Yes, include following information from placard

A. Name or 4-digit number from diamond or box N/AB. The 1-digit number from bottom of diamond N/AWas hazardous material released from THIS vehicle's cargo? Yes X No

Vehicle Configuration (circle one number)

1. Bus 2. Single unit truck (2 axles/ 6 or more tires) 3. Single unit truck (3 or more axles)
 4. Truck with trailer 5. Truck tractor only (bobtail) 6. Tractor with semi-trailer 7. Tractor with double trailers
 8. Tractor with triple trailers 9. Unknown class heavy truck 0. Any other 4-tired vehicle

Cargo Body Type (circle one number)

1. Bus 2. Van/enclosed box 3. Cargo tank 4. Flatbed 5. Dump
 6. Concrete mixer 7. Auto transporter 8. Garbage/refuse 9. Other _____

Motor Carrier Information

NOTE: If you are a motor carrier, driver, or owner, please provide the following information, and go to Sequence Of Events Section

Carrier Name PANTHER II TRANSPORTATION INC.

Source (circle one number) 1. Vehicle side 2. Shipping papers 3. Driver 4. Other

Carrier mailing address (Street or P.O. Box) 4015 MEDINA ROAD SUITE 200City, State, Zip MEDINA OHIO 44256

Carrier Identification Numbers (None = 0)

US DOT 500737 ICC MC _____ STATE NO. _____ STATE _____

/ Sequence of Events

Note: for this vehicle - list up to four Event #1 1 Event #2 5 Event #3 3 Event #4 10EVENT
CODES

- Non-Collision 1. Ran off road 2. Jackknife 3. Overturned (rollover) 4. Downhill runaway
 5. Cargo loss or shift 6. Explosion or fire 7. Separation of units 8. Other non-collision
 Collision With 9. Pedestrian 10. Non-parked vehicle 11. Parked vehicle 12. Train
 13. Pedalcycle 14. Animal 15. Fixed object 16. Other object

Signature of Reporting Officer

Oliver E. Huntley

Officer ID

1109

Reporting Police Agency ORG

ALAST4300

Date

09-02-2004

Time

3:25

PMT

Definitions

Truck

A motor vehicle designed, used or maintained primarily for the transportation of property. For the purpose of this form the vehicle must also meet one of the following criteria:

- Have at least 6 tires on the ground, OR
- Carry a Hazardous Material Placard.

Bus

A motor vehicle providing seats for 16 or more persons including the driver and used primarily for the transportation of persons.

Trailer

A non-power vehicle towed by a motor vehicle.

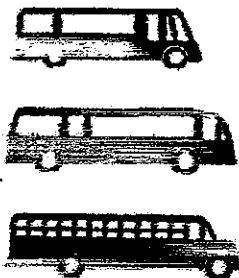
Reportable Accident

A highway related incident normally investigated by a police officer and reported on a standard accident report form involving one or more trucks or buses (as defined here) which results in:

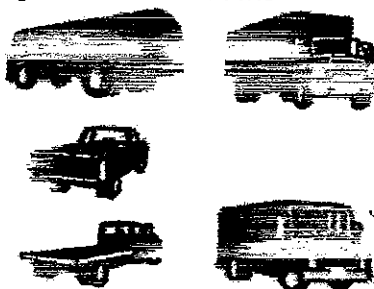
- One or more fatalities, OR
- One or more non-fatal injuries requiring transportation for the purpose of obtaining immediate medical treatment, OR
- One or more of the vehicles being removed from the scene as a result of disabling damage, OR
- One or more vehicles requiring intervening assistance before proceeding under its own power.

Typical Vehicle Silhouettes

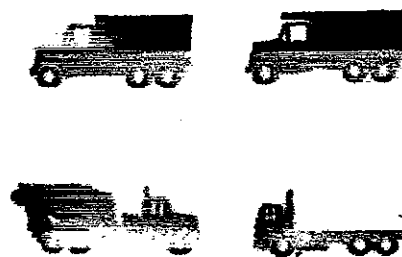
1. Bus



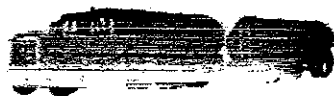
2. Single unit truck - 2 axles / 6 tires



3. Single unit truck - 3 axles



4. Truck with trailer



5. Truck tractor (bobtail)



6. Tractor with semi-trailer



7. Tractor with double trailers



8. Tractor with triple trailers



Typical Hazardous Material Placards



Resume of:

James D. Patterson

P.O. Box 1511
Montgomery, Alabama 36801

Telephone (334) 242-2002
Pager (334) 570-4127

EDUCATION

Southern Union Community College Opelika, Al. (334)745-6437	1997
Wallace State Community College Hanceville, AL. (205)352-6403	1987 - 1988, 1993
Snead State Junior College Boaz, Al. (205)593-5120	1987
Samford University Homewood, Al. (205)870-2011	1980 - 1981
J.B. Pennington High School Blountsville, Al. (205)429-2458	1974 - 1980

RECOGNITION AND AWARDS

1994 - Academic Achievement Award -Trooper Trainee Class 1993-A
1994 - Officer of the Year, Opelika Exchange Club
1994 - Opelika Trooper Post D.U.I. Enforcement Award, First Place
1995 - Opelika Trooper Post - Trooper of the Year
1995 - Community Service Award, Opelika Exchange Club
1995 - Opelika Trooper Post D.U.I. Enforcement Award, First Place
1996 - Opelika Trooper Post - Trooper of the Year
1996 - Opelika Trooper Post D.U.I. Enforcement Award, First Place
1997 - Opelika Trooper Post D.U.I. Enforcement Award, Second Place
1998 - Opelika Trooper Post D.U.I. Enforcement Award, First Place
1998-1999 State Board Member - Alabama State Trooper Association

WORK EXPERIENCE

Alabama Department of Public Safety

P.O. Box 1511, Montgomery, Al. 36102-1511

Rank: Sergeant

Assignment: Highway Patrol Division, Traffic Homicide Unit
Coordinator, Major Accident Investigation Team, Adjunct
Instructor, Alabama Criminal Justice Training Center

1999 to 2003:

Alabama Department of Public Safety

P.O. Box 1511, Montgomery, Al. 36102-1511

Rank: Corporal

Assignment: Highway Patrol Division, Administrative Assistant to the
Traffic Homicide Coordinator, Major Accident
Investigation Team, Adjunct Instructor, Alabama
Criminal Justice Training Center

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1993 - 1999	Alabama Department of Public Safety P.O. Box 1511, Montgomery, Al. 36102-1511 Rank: State Trooper Assignment: Highway Patrol Division, Troop C Lee County, Alabama Traffic Homicide Unit, Accident Reconstructionist; Adjunct Traffic Homicide Instructor, Alabama Criminal Justice Training Center; Member, Department of Public Safety Accident Review Board, Major Accident Investigation Team, and Special Operations Third Platoon.
1988 - 1993	Guntersville, Alabama Police Department 341 Gunter Avenue, Guntersville, Al. 35976
1991 - 1993	Rank: Lieutenant Assignment: Investigation Division Commander
1990 - 1991	Rank: Sergeant Assignment: Shift Supervisor/Traffic Accident Investigator/Crime Scene Technician
1988 - 1990	Rank: Patrolman Assignment: Uniform Patrol Division

CRIMINAL JUSTICE TRAINING

1989	Alabama Peace Officers Standards and Training Commission Jacksonville State University Diploma # 13473 Academic Average: 96% Class Standing: 5th of 35
1989	Intoxilyzer 5000 Operation Permit #4739 Alabama Criminal Justice Training Center, Selma, Alabama
1990	N.C.I.C. Computer Terminal Operation Alabama Criminal Justice Information Center
1990	Advanced Traffic Accident Investigation Northeast Alabama Police Academy
1990	Developing Effective Supervisory Skills Northeast Alabama Police Academy
1991	Homicide Investigation National Law Enforcement Institute
1992	Hazardous Materials Incident Response Training National Fire College
1992	Kinesic Interviewing and Interrogation Basic, Intermediate and Advanced Levels Glenn Foster and Associates
1992	Drug Abuse Resistance Education Instructor Training Alabama <u>D.A.R.E.</u> Training Center
1993	State Trooper Basic Training (760 Hours) Alabama Criminal Justice Training Center Academic Average: 96.52% Class standing 1st of 54
1994	D.U.I. Enforcement and Field Sobriety Testing Safety Institute, U.S. Department of Transportation

1994	Traffic Homicide Investigation Institute of Police Technology and Management Academic Average: 97.6% Class standing: 1st OF 24
1995	Commercial Vehicle Safety Inspector Training Safety Institute, U.S. Department of Transportation
1996	Narcotics Interdiction Training Regional Counterdrug Training Academy, Meridian Naval Air Station
1996	Advanced Traffic Homicide Investigation Florida Highway Patrol Training Center, Tallahassee, Florida Class Standing: 1st OF 21
1997	Survival Spanish for Uniformed Officers Regional Counterdrug Training Academy, Meridian Naval Air Station
1997	Advanced Accident Investigation Institute of Police Technology and Management Academic Average: 94.32%
1997	Michelin America, Tire and Vehicle Dynamics Course Nevada Automotive Test Center, Silver Springs, Nevada
1997	Traffic Accident Reconstruction Institute of Police Technology and Management Academic Average: 98.58%
1998	Special Problems in Accident Reconstruction Institute of Police Technology and Management, Jacksonville, Florida
1998	Advanced Traffic Accident Reconstruction with the use of Microcomputers Institute of Police Technology and Management, Jacksonville, Florida
1999	Acceleration and VC-2000 Performance Computer Familiarization Vericom Computers, Inc., Selma, Alabama
1999	Drager Alcotest 7110 MK III Breath Testing Qualification Alabama Department of Forensic Sciences Permit: D00337 Auburn, Alabama
1999	Special Problems in Accident Reconstruction Institute of Police Technology and Management, Jacksonville, Florida
1999	Forensic Laser Mapping - Laser Technology, Inc. Selma, Alabama
1999	Interviewing Techniques for the Traffic Crash Investigator. Institute of Police Technology and Management, Jacksonville, Florida
1999	Commercial Vehicle Accident Investigation Institute of Police Technology and Management, Jacksonville, Florida
2000	WinCrash Refresher Trantech, Incorporated, Seattle Washington
2000	Linear Momentum and Vector Diagramming Trantech, Incorporated, Seattle Washington
2000	Computerized Collision Diagramming Institute of Police Technology and Management, Jacksonville, Florida
2000	Pedestrian Accident Investigation Institute of Police Technology and Management, Jacksonville, Florida
2000	Forensic Mapping with the Total Station Kara, Incorporated, Kalamazoo, Michigan
2000	Motorcycle Accident Investigation Institute of Police Technology and Management, Jacksonville, Florida

2000	Kinesic Interviewing Pat Wallace and Associates, Birmingham, Alabama
2000	Applied Physics for Accident Reconstruction Institute of Police Technology and Management, Jacksonville, Florida
2000	Special Problems in Accident Reconstruction Institute of Police Technology and Management, Jacksonville, Florida
2000	Photography for the Traffic Crash Investigator Institute of Police Technology and Management, Jacksonville, Florida
2000	Managing Verbal Confrontations Professional Training Institute, Birmingham, Alabama
2001	Southern Collision Reconstruction Conference South Carolina Accident Reconstruction Society, Myrtle Beach, S.C.
2001	Special Problems in Accident Reconstruction Institute of Police Technology and Management, Jacksonville, Florida
2001	Forensic Mapping Instructor Certification Georgia State Criminal Justice Training Academy/Leica Inc.
2002	Advanced Crash Investigation Institute of Police Technology and Management, Jacksonville, Florida
2002	Human Factors in Motor Vehicle Crash Investigation Institute of Police Technology and Management, Jacksonville, Florida
2002	Special Problems in Traffic Crash Reconstruction Institute of Police Technology and Management, Jacksonville, Florida
2002	Southern Collision Reconstruction Conference South Carolina Accident Reconstruction Society, Myrtle Beach, S.C.
2002	Tire Failure Analysis Michelin, North America, Dothan, Alabama
2003	Traffic Crash Reconstruction Institute of Police Technology and Management, Jacksonville, Florida
2003	Vetronix Crash Data Retrieval Systems Alabama Criminal Justice Training Center

Diplomas, certificates, transcripts and personal references are available upon request.

PROFESSIONAL AFFILIATIONS

The Alabama State Trooper Association - member
The National Association of Professional Accident Reconstruction Specialists – member
The South Carolina Accident Reconstruction Society - member